

RESOLUTION NO.

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE TO REPEAL RESOLUTION NO. 80622 AND SET FORTH LIMITS IN THE CITY OF SAN JOSE IN COMPLIANCE WITH STATE LAW TO: (A) RE-ESTABLISH SPEED LIMITS WITH CHANGES TO 18 ROADWAYS, INCLUDING PORTIONS OF BLOSSOM HILL ROAD, CAMDEN AVENUE, 11TH STREET, FRUITDALE AVENUE, HILLSDALE AVENUE, JACKSON AVENUE, MCKEE ROAD, MCLAUGHLIN AVENUE, MONTEREY ROAD, QUIMBY ROAD, SAN CARLOS STREET, SANTA TERESA BOULEVARD, SARATOGA AVENUE, SENTER ROAD, STEVENS CREEK BOULEVARD, STORY ROAD, TULLY ROAD, AND WHITE ROAD; AND (B) MAINTAIN THE CURRENT SPEED LIMITS ON PORTIONS OF MCLAUGHLIN AVENUE, STORY ROAD, AND WHITE ROAD

WHEREAS, the City Council of the City of San Jose (“City Council”) sets forth the speed limits on all streets in the City of San José (“City”) having a speed limit different than the maximum or minimum speed limits set forth in the California Vehicle Code (“CVC”) in a master resolution pursuant to Chapter 11.28 of the San José Municipal Code; and

WHEREAS, the City last adopted a new master resolution setting forth the speed limits on roads within the City on June 28, 2022 (Resolution No. 80622); and

WHEREAS, the City desires to adopt this new Resolution establishing a 20 miles per hour business activity district speed limit on Evergreen Village Square, and portions of Almaden Avenue, Jackson Street, Post Street, Santa Clara Street, and Willow Street in accordance with CVC 22358.9; and

WHEREAS, the City desires to adopt this new Resolution adopting the speed limit established by the County of Santa Clara for segments of Sierra Road that fall within the jurisdiction of the City of San José in accordance with CVC 22359; and

WHEREAS, the City desires to adopt this new Resolution reestablishing speed limits, without change, on all other streets within the City; and

WHEREAS, the City has determined and declared on the basis of the CVC and/or relevant engineering and traffic surveys that the speed limits set forth herein are the most reasonable, safe and appropriate for the orderly movement of traffic on the applicable portions of such streets;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE THAT:

1. The speed limits set forth in Attachment A of this Resolution, which is incorporated herein in its entirety, are determined to be reasonable, safe and appropriate for the orderly movement of traffic on City streets and shall be the prima facie speed limits on those streets and portions of streets set forth herein.
2. Attachment A establishes a reduction in speed limits on the following streets:
 - a. Blossom Hill Rd – Santa Teresa Bl to Snell Av
 - b. Blossom Hill Rd – Snell Av to US-101/Coyote Rd
 - c. Camden Av – Branham Ln to Hillsdale Av
 - d. 11th St – Humboldt St to Hedding St
 - e. Fruitdale Av – Bascom Av to Meridian Av
 - f. Hillsdale Av – Camden Av to Meridian Av

- g. Hackson Av – Story Rd to McKee Rd
 - h. McLaughlin Av – Tully Rd to William St
 - i. Monterey Rd – Bernal Rd to Blossom Hill Rd
 - j. Monterey Rd – Capitol Ex to Tully Rd
 - k. Moorpark Av – Winchester Bl to SR-17
 - l. Quimby Rd – Capitol Ex to White Rd
 - m. Quimby Rd – White Rd to Murillo Av
 - n. Santa Teresa Bl – Cottle Rd to Bernal Av
 - o. Santa Teresa Bl – Blossom Hill Rd to SR 85
 - p. Saratoga Av – Lawrence Ex to Stevens Creek Bl
 - q. Senter Rd – Capitol Ex to Keyes St
 - r. Senter Rd – Monterey Rd to Capitol Ex
 - s. Stevens Creek Bl/San Carlos St – I-880 to Woz Way
 - t. Story Rd – Senter Rd to US-101
 - u. Tully Rd – Senter Rd to Capitol Ex
 - v. White Rd – Story Rd to Alum Rock Av
3. Attachment A establishes maintaining the speed limits on the following streets:
 - a. McLaughlin Av – Capitol Ex to Tully Rd
 - b. Story Rd – Clayton Rd to Fleming Av
 - c. Tully Rd – White Rd to Ruby Av
 4. Resolution No. 80622 is hereby repealed in its entirety and this Resolution shall become effective on the same date adopted by the City Council.

ADOPTED this _____ day of _____, 2025, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

MATT MAHAN
Mayor

ATTEST:

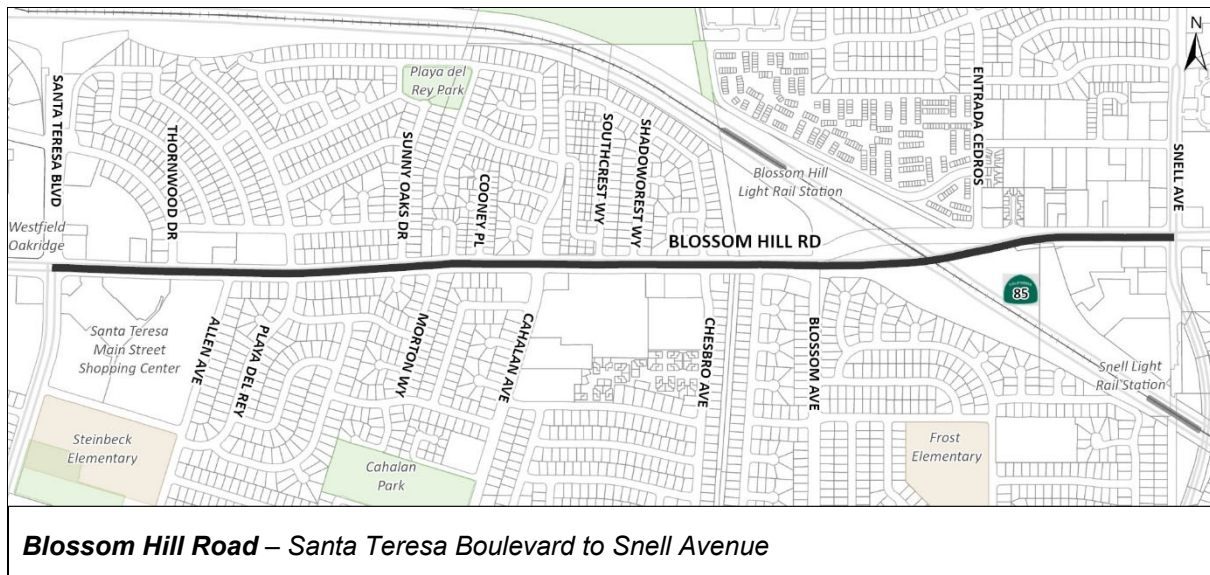
TONI J. TABER, MMC
City Clerk

A1. Blossom Hill Road – Santa Teresa Boulevard to Snell Avenue (CD 2, 10)

This segment of Blossom Hill Rd was established at 40 mph based on two prior surveys completed in February 2016 between Almaden Ex - Playa del Rey and Playa del Rey - Snell Av. To provide for appropriate speed limits on Blossom Hill Rd, an E&TS for the portion east of Santa Teresa Bl was recently completed to re-establish a radar enforceable speed limit. This segment of Blossom Hill Rd is a 6-lane, divided, major arterial street, approximately 1.55 miles long, with an average daily traffic volume of 27,400 vehicles. Adjacent land use is a mix of front-on, side-on, and back-on single family homes, with some high-density housing near Thornwood Dr. Commercial establishments are near Santa Teresa Bl, Cahalan Av, Chesbro Av, and Snell Av. Blossom Hill Light Rail Station, three churches sharing facilities, and access to SR-85 are near the east end of the segment. Steinbeck and Frost Elementary schools, and Cahalan and Playa del Rey parks are located in proximity to the segment. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Blossom Hill Rd is 45 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 40 mph. This speed limit is more than would be reasonable or safe. This entire segment of Blossom Hill Rd is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Blossom Hill Rd. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Blossom Hill Rd	44.0	45	40	35

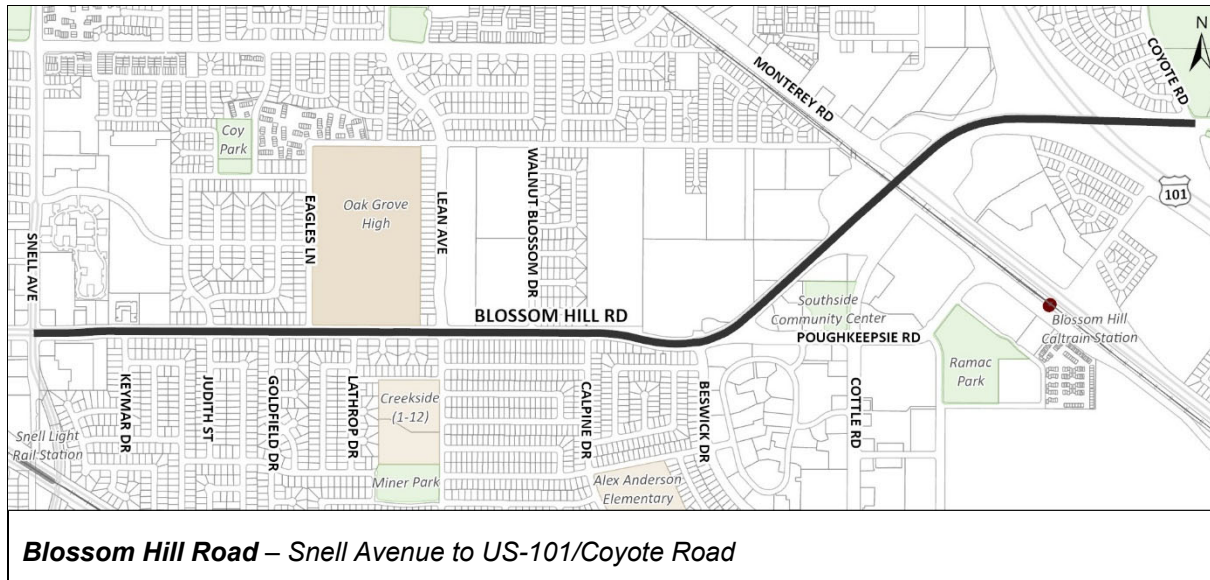


A2. Blossom Hill Road – Snell Avenue to US-101/Coyote Road (CD 2)

This segment of Blossom Hill Rd was established at 40 mph based on a prior survey completed in July 2011. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Blossom Hill Rd is a 6-lane, divided, major arterial street, approximately 2.23 mile long, with an average daily traffic volume of 29,900 vehicles. Adjacent land use is primarily front-on single family homes, with some high-density housing. Commercial establishments are located near Snell Av and Monterey Rd. Oak Grove and Summit Summit high schools are located near Eagles Ln. Access to US-101 is provided at the east end of the segment. Alex Anderson Elementary and Creekside (1-12) schools, Miner and Ramac parks, Southside Community Center, Snell Light Rail station, and access to Coyote Creek Trail are in proximity to the segment. Bike lanes are present along a majority of the segment.

The nearest 5 mph increment to the 85th percentile speed on Blossom Hill Rd is 45 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 40 mph. This speed limit is more than would be reasonable or safe. This entire segment of Blossom Hill Rd is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Blossom Hill Rd. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Blossom Hill Rd	43.0	45	40	35



A3. Camden Avenue – Branham Lane to Hillsdale Avenue (CD 9)

This segment of Camden Av was established at 40 mph based on a prior survey completed in June 2012 for a longer segment, between Bascom Av - Blossom Hill Rd. To provide for appropriate speed limits on Camden Av an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Camden Av is a 4 to 6-lane, divided major arterial street, approximately 0.94 mile long, with an average daily traffic volume of 17,000 vehicles. Adjacent land use is primarily residential with front-on and side-on single-family homes, and some multi-family housing. Commercial establishments are located at Hillsdale Av and Branham Ln; Butcher Park is located at Lancaster Dr. Access to SR-85 is at the south end of the segment. Stratford School (middle) and Oster Elementary are in proximity to the segment. An uncontrolled crosswalk, enhanced with flashing beacons, bulb-outs and a median island, is located at Oakwood Av. Bike lanes are present along a majority of the segment.

The nearest 5 mph increment to the 85th percentile speed on Camden Av is 45 mph. After rounding down to the lower 5 mph increment of the 85th percentile as permitted by CVC 22358.6(c), the speed limit would be set at 40 mph. This speed limit is more than would be reasonable or safe. This entire segment of Camden Av is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Camden Av. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Camden Av	44.0	45	40	35



A4. 11th Street – Humboldt Street to Hedding Street (CD 3)

The speed limit on this segment of 11th St was established at 30 mph based on a prior survey completed in May 2016. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. 11th St is primarily a 2-lane, undivided, one-way minor arterial street, there is a separated frontage lane between I-280 and Vestal St. The segment is approximately 2.77 miles long, with an average daily traffic volume of 13,000 vehicles. Adjacent land use is primarily front-on single family homes and high-density housing. There are commercial establishments throughout the segment. Grant Elementary and Joyce Ellington Library are located north of Empire St; access to I-280 is at the south end. San José State University, Spartan Stadium, Backesto and Kelley parks are in proximity to the segment. There are uncontrolled crosswalks enhanced with flashing beacons and bulb-outs at Margaret St, and with flashing beacons at Martha St. Since the segment was last surveyed, a bike boulevard with a frontage lane, and bus boarding islands were installed between I-280 and Hedding St. Bike lanes and several bus stops are also present between Humboldt St and I-280.

The nearest 5 mph increment to the 85th percentile speed on 11th St is 35 mph. After rounding down to the lower 5 mph increment of the 85th percentile as permitted by CVC 22358.6(c), the speed limit would be set at 30 mph. This speed limit is more than would be reasonable or safe. This entire segment of 11th St is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC

22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 25 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on 11th St. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
11th Street	34.2	35	30	25

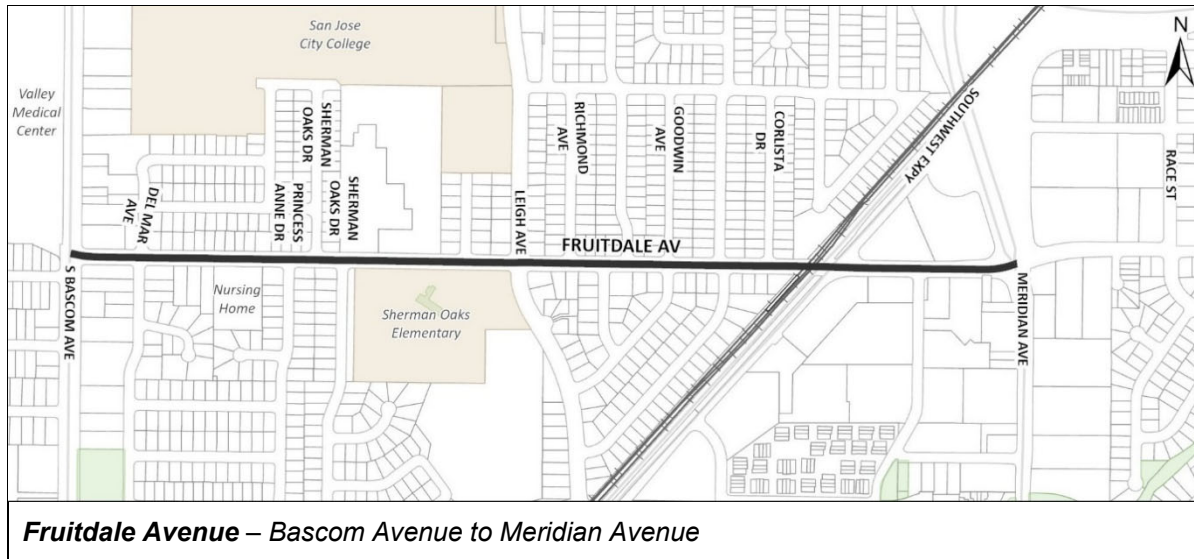


A5. Fruitdale Avenue – Bascom Avenue to Meridian Avenue (CD 6)

The speed limit on this segment of Fruitdale Av was established at 35 mph based on a prior survey completed in March 2012. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Fruitdale Av is primarily a 2-lane, undivided with a two-way left turn lane, minor arterial street, approximately 0.98 mile long, with an average daily traffic volume of 10,000 vehicles. Adjacent land use is residential, with front-on and side-on single-family homes and high-density housing. Commercial establishments are located at Bascom Av and between Southwest Ex and Meridian Av. Sherman Oaks Elementary School and a nursing home are on the south side of the segment. Fruitdale Light Rail Station and an at-grade light rail and heavy rail crossing are at Southwest Ex. Santa Clara Valley Medical Center and San José City College are in proximity to the segment. An uncontrolled crosswalk, enhanced with flashing beacons, bulb-outs and a median island, is located at College Dr. Bike lanes are present on the entire segment. The entire segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Fruitdale Av is 35 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: injury crash rate (2.42) is over five times the State rate (0.47), 26 (54%) of the crashes resulted in injury (including one serious), 13 of the crashes were speed related of which 8 involved injuries, 3 of the crashes involved pedestrians, all of which involved injuries. There is also high pedestrian and bicyclist activity due to proximity to Sherman Oaks Elementary, a nursing home, San José City College, Santa Clara Valley Medical Center, and the Fruitdale Light Rail station located at Southwest Ex. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Fruitdale Av. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Fruitdale Av	37.0	35	35	30



A6. Hillsdale Avenue – Camden Avenue to Meridian Avenue (CD 9)

This segment of Hillsdale Av was established at 40 mph based on two prior surveys completed in September 2013 and July 2014 between Camden Av and Almaden Ex east and west of Quinto Wy. To provide for appropriate speed limits on Hillsdale Av, two E&TS were recently completed for the portions east and west of Meridian Av to re-establish radar enforceable speed limits. This segment of Hillsdale Av is a 4 to 6-lane, divided, major arterial street, approximately 0.99 mile long, with an average daily traffic volume of 21,100 vehicles. Adjacent land use is primarily side-on and front-on single family homes, with some multi-family residential near Meridian Av. Commercial establishments are located near Camden Av and Meridian Av. The Cambrian Library and Richard Huerta Park are located near Ross Av. Bike lanes are present on a majority of the segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Hillsdale Av is 40 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.14) is over two times the State rate (0.51), 26 (60%) of the crashes resulted in injury (including one serious and one fatality), 9 of the crashes were speed related of which 5 involved injuries, 6 of the crashes involved pedestrians and bicyclists, all of which involved injuries. There is high pedestrian and bicyclist activity due to proximity to commercial establishments, library, and park. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Hillsdale Av. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Hillsdale Av	40.3	40	40	35



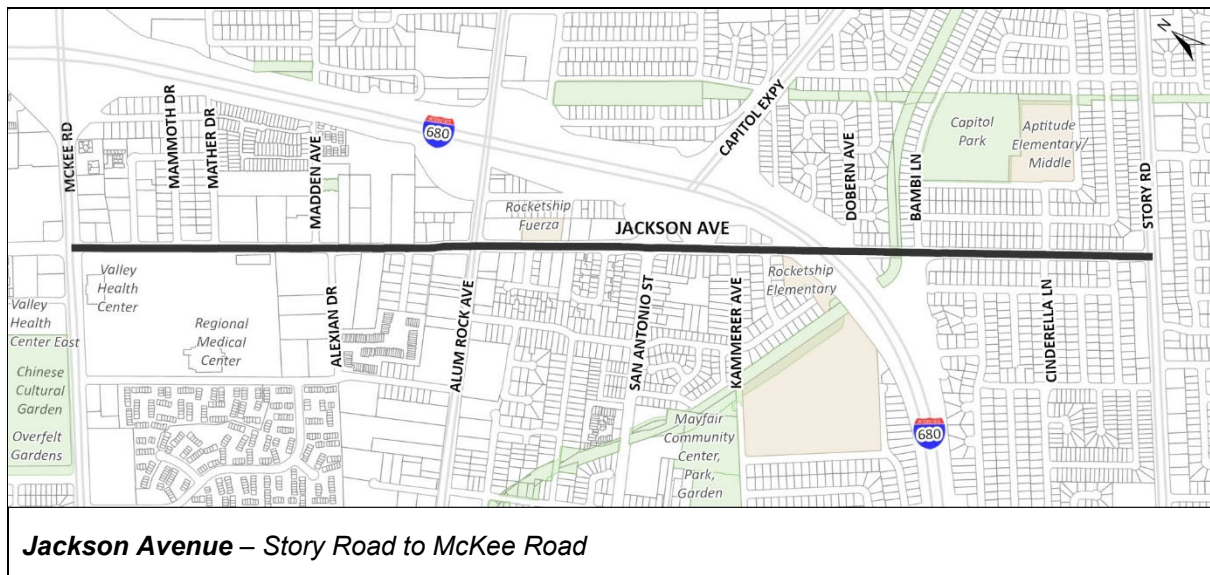
Hillsdale Avenue – Camden Avenue to Meridian Avenue

A7. Jackson Avenue – Story Road to McKee Road (CD 5)

The speed limit on this segment of Jackson Av was established at 35 mph based on a prior survey completed in May 2016. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Jackson Av is a 4-lane, undivided/divided, minor arterial street, approximately 1.59 mile long, with an average daily traffic volume of 17,500 vehicles. Adjacent land use is a mix of front-on, side-on, and back-on single family homes, high density housing, commercial, and medical establishments. Commercial activity is primarily north of I-680. County Valley Health Center and Regional Medical Center are located near McKee Rd. Rocketship Fuerza (K-5) and a church are located south of Alum Rock Av. Overfelt, Chinese Cultural, and Mayfair gardens, Capitol and Mayfair parks, Mayfair Community Center, and two schools are in proximity to the segment. Access to Capitol Ex is provided at San Antonio St and access to westbound I-680 is provided south of Berkeley Wy. An uncontrolled crosswalk, enhanced with flashing beacons and a median island, is located at Woodset Ln. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Jackson Av is 40 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 35 mph. This speed limit is more than would be reasonable or safe. This entire segment of Jackson Av is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Jackson Av. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Jackson Av	38.0	40	35	30

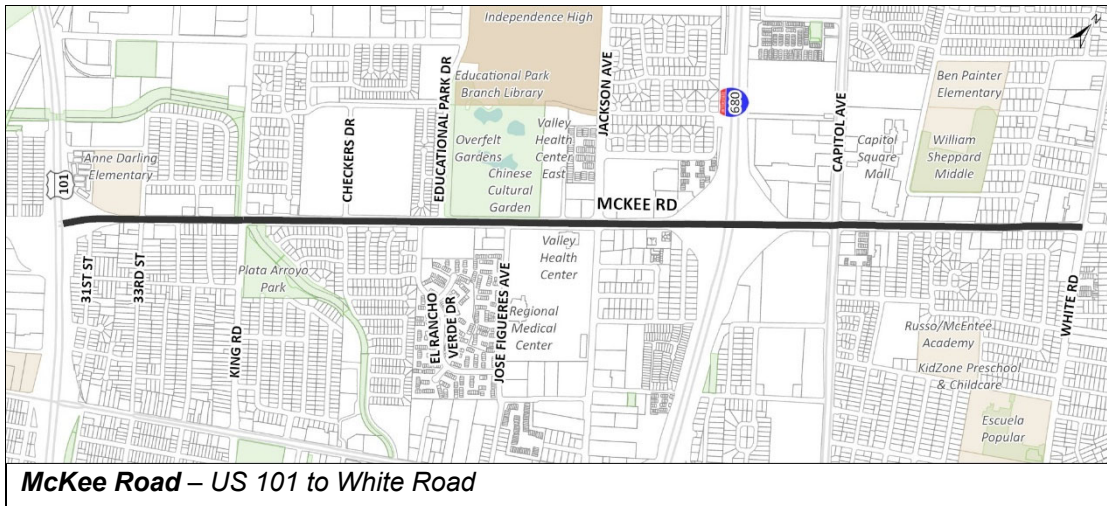


A8. McKee Road – US-101 to White Road (CD 3, 5)

This segment of McKee Rd was established at 35 mph between US 101 - King Rd based on a prior survey completed in February 2020 and at 40 mph between King Rd - Toyon Av based on a prior survey completed in March 2012. To provide for appropriate speed limits on McKee Rd, an E&TS was recently completed for the portion west of White Rd to re-establish a radar enforceable speed limit. This segment of McKee Rd is primarily a 4 to 6-lane, divided, major arterial street, approximately 2.18 mile long, with an average daily traffic volume of 38,100 vehicles. Adjacent land use is a mix of side-on and front-on single family, and multi-family residential, commercial, and medical establishments. Anne Darling Elementary, two gardens, two County Valley Health centers, several medical facilities, and access to I-680 are along the segment; access to US-101 is at the west end. The County Regional Medical Center, several schools, an adult school, library, and a park are in proximity to the segment. An uncontrolled crosswalk, enhanced with flashing beacons and a median island is at 34th St. Bike lanes are present on a majority of the segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on McKee Rd is 40 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.37) is over 2 times higher than the State rate (0.62), 125 (51%) of the crashes resulted in injury (including 12 serious and six fatalities), 47 of the crashes were speed related of which 29 involved injuries (including one serious and one fatality), 28 of the crashes involved pedestrians and bicyclists, 26 of which involved injuries (including six serious and five fatalities). There is also pedestrian and bicyclist activity due to proximity to commercial and medical establishments, schools, park, gardens, and a library. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on McKee Rd. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
McKee Rd	40.3	40	40	35

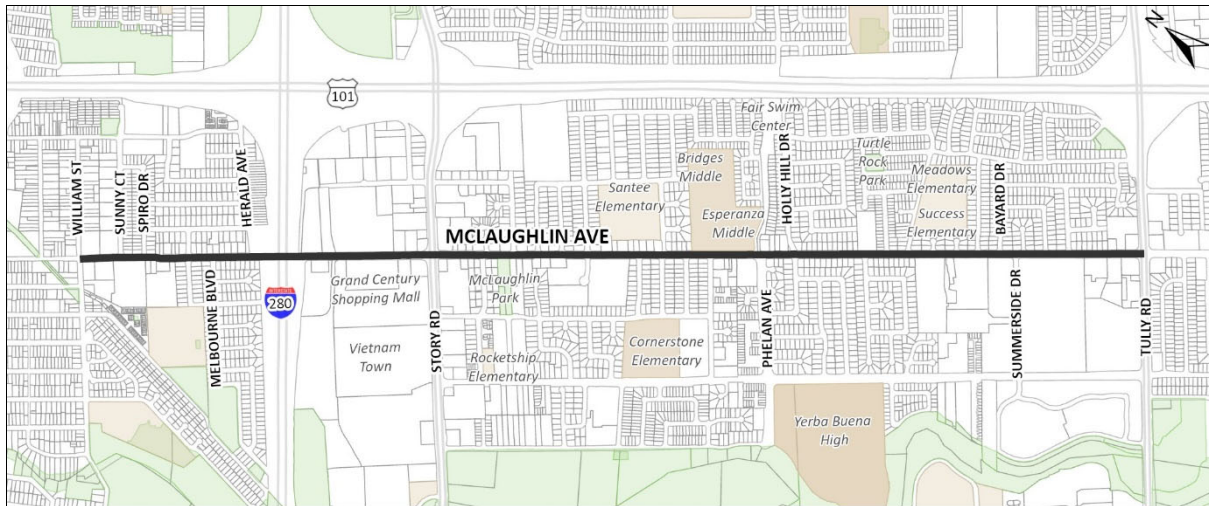


A9. McLaughlin Avenue – Tully Road to William Street (CD 3, 7)

This segment of McLaughlin Av was established at 35 mph based on a prior survey completed in March 2012 for a longer segment, between Capitol Ex - William St. To provide for appropriate speed limits on McLaughlin Av, two separate E&TS were recently completed for the portions north and south of Tully Rd to re-establish radar enforceable speed limits. This segment is primarily a 4-lane, divided, minor arterial street, approximately 2.3 miles long, with an average daily traffic volume of 20,600 vehicles. Adjacent land use is primarily residential, with front-on and side-on single-family homes and high-density housing. Commercial establishments are along the segment, including at William St, Story Rd, and Tully Rd. Bridges Academy middle school is near Fair Av and several additional schools are in the vicinity of this segment. There are five houses of worship and a food bank distribution center along the segment and McLaughlin Park is at Panoche Av. Access to I-280 is near the north end. Uncontrolled crosswalks enhanced with flashing beacons and median islands are at Audubon Dr (school crossing), and at Panoche Dr. Bike lanes are present between Story Rd and William St.

The nearest 5 mph increment to the 85th percentile speed on McLaughlin Av is 40 mph. After rounding down to the lower 5 mph increment of the 85th percentile as permitted by CVC 22358.6(c), the speed limit would be set at 35 mph. This speed limit is more than would be reasonable or safe. This segment of McLaughlin Av is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on McLaughlin Av. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
McLaughlin Av	38.7	40	35	30



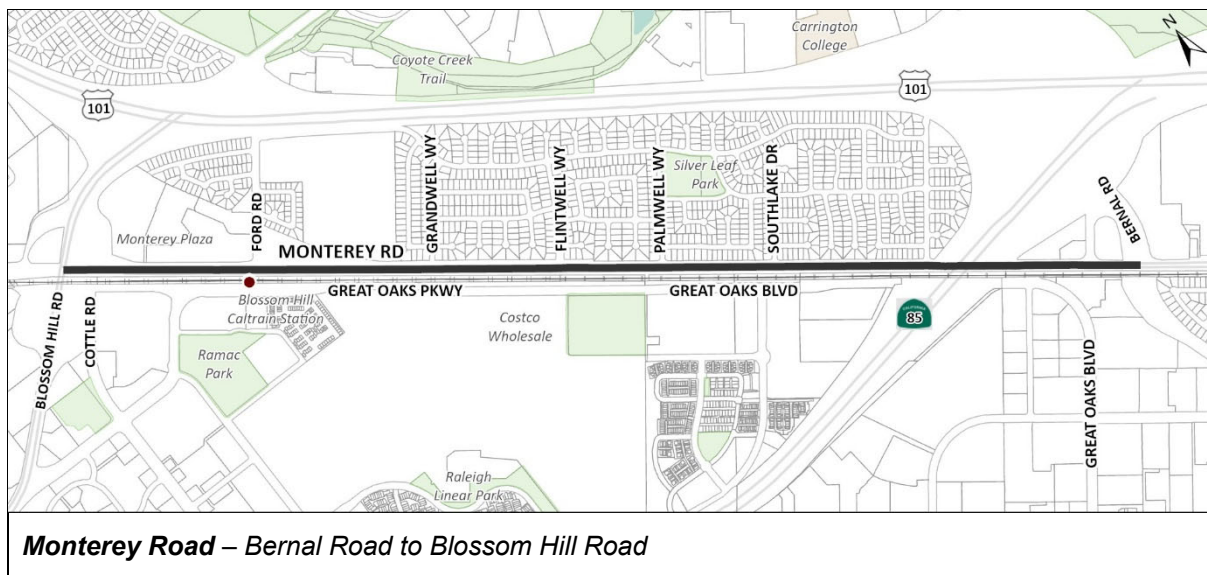
McLaughlin Avenue – Tully Road to William Street

A10. Monterey Road – Bernal Road to Blossom Hill Road (CD 2)

This segment of Monterey Rd was established at 55 mph based on a prior survey completed in September 2016 for a longer segment, between Bailey Av - Blossom Hill Rd. To provide appropriate speed limits on Monterey Rd an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Monterey Rd is primarily a 4-lane, divided, major arterial street, with 5 lanes near Blossom Hill Rd, approximately 2.03 miles long, with an average daily traffic volume of 11,900 vehicles. Adjacent land use is primarily commercial with some back-on single family homes. Shared Caltrain and heavy rail tracks are along the entire segment. A pedestrian overcrossing is near Ford Rd. Silver Leaf and Ramac parks are in proximity to the segment. Bike lanes are present along the entire segment. The entire segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Monterey Rd is 55 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 50 mph. The proposed speed limit of 50 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Monterey Rd. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Monterey Rd	54.5	55	55	50



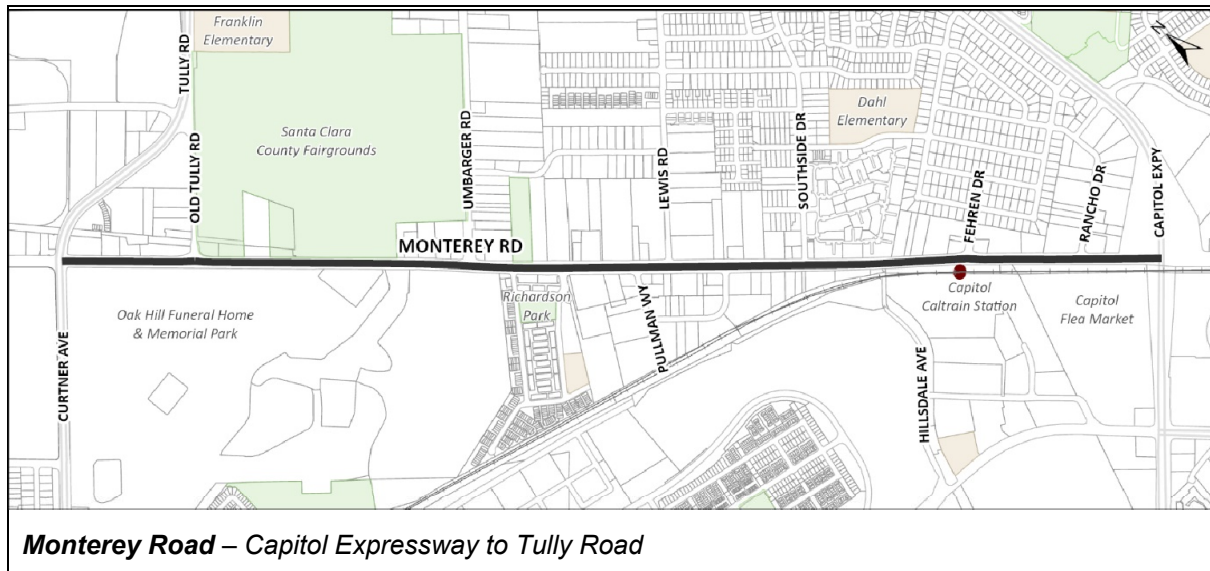
A11. Monterey Road – Capitol Expressway to Tully Road (CD 7)

This segment of Monterey Rd was established at 40 mph between Old Tully Rd - Tully Rd and at 45 mph between Capitol Ex - Old Tully Rd based on two prior surveys completed in March 2017. To provide for an appropriate speed limit on Monterey Rd, an E&TS was recently completed for this combined segment to re-establish a radar enforceable speed limit. This segment of Monterey Rd is a 6-lane, divided, major arterial street, approximately 2.10 miles long, with an average daily traffic volume of 35,900 vehicles. Adjacent land use is primarily commercial, with some back-on single family homes and high density residential. Oak Hill Funeral Home & Memorial Park and the Santa Clara County Fairgrounds are located at the north end of the segment; Capitol Caltrain station, and shared Caltrain and heavy rail tracks are at the south end. Capitol Flea Market, Dahl Elementary and Richardson Park are in proximity to the segment. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Monterey Rd is 45 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.08) is over 2 times higher than the State rate (0.51), 89 (55%) of the crashes resulted in injury (including 12 serious and five fatalities), 42 of the crashes were speed related of which 25 involved injuries (including three serious), 14 of the crashes involved pedestrians and bicyclists, of which 13 involved injuries (including three serious and five fatalities). There is

also pedestrian and bicyclist activity due to proximity to commercial establishments, County Fairgrounds, Capitol Caltrain station and the Flea Market. The proposed speed limit of 40 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Monterey Rd. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Monterey Rd	45.5	45	40/45	40



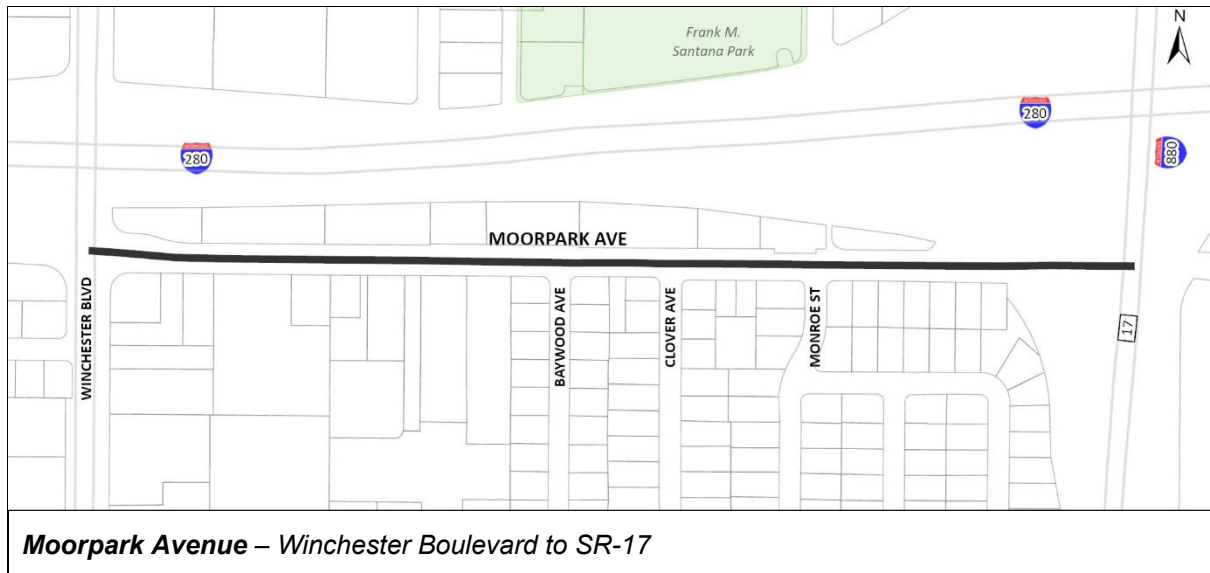
A12. Moorpark Avenue – Winchester Boulevard to SR-17 (CD 6)

The speed limit on this segment of Moorpark Av was established at 40 mph based on a prior survey completed in April 2011. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Moorpark Av is a 4-lane, primarily undivided with a two-way left turn lane, minor arterial street, approximately 0.54 mile long, with an average daily traffic volume of 25,300 vehicles. Adjacent land use is primarily front-on single family homes with commercial establishments; there are two churches along the segment. Santana Park is in proximity to the segment via a pathway near Monroe St. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Moorpark Av is 40 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: 12 (57%) of the crashes resulted in injury (including four serious and one fatality), 5 of the crashes were speed related of which 3 involved injuries (two serious and one fatality), 1 of the crashes involved a bicyclist that resulted in injury. There is also pedestrian and bicyclist activity due to

proximity to commercial establishments and a church. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Moorpark Av. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Moorpark Av	42.0	40	40	35

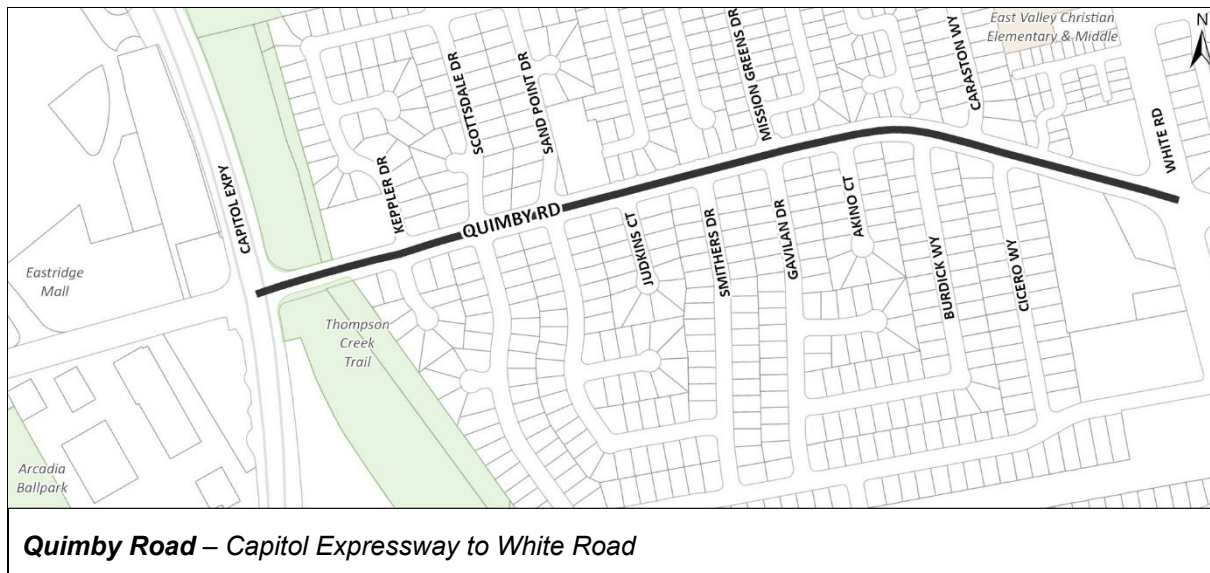


A13 Quimby Road – Capitol Expressway to White Road (CD 8)

The speed limit on this segment of Quimby Rd was established at 40 mph based on a prior survey completed in January 2017. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Quimby Rd is a 4-lane, undivided with a two-way left turn lane, minor arterial street, approximately 0.65 mile long, with an average daily traffic volume of 27,300 vehicles. Adjacent land use is primarily side-on and back-on single family homes. The Thompson Creek Trail is accessible at the west end. Commercial establishments are located at White Rd. Eastridge Mall, Arcadia Ballpark, and a private elementary and middle school are in proximity to the segment. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Quimby Rd is 40 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 35 mph. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Quimby Rd. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Quimby Rd	40.0	40	40	35

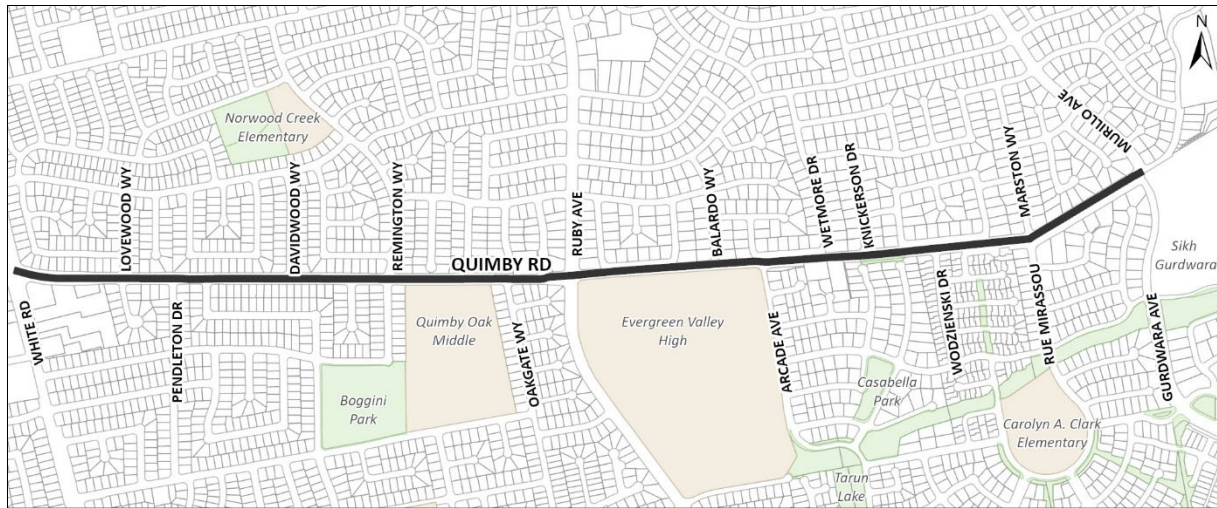


A14. Quimby Road – White Road to Murillo Avenue (CD 8)

The speed limit on this segment of Quimby Rd was established at 40 mph based on a prior survey completed in January 2017. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Quimby Rd is a 2 to 4-lane, undivided, minor arterial street, approximately 1.68 mile long, with an average daily traffic volume of 8,300 vehicles. There is a downhill grade from Murillo Av and Balardo Wy with a vertical curve near Marston Wy. Adjacent land use is primarily side-on, back-on, and front-on single family homes, with some commercial establishments at White Rd. Evergreen Valley High School and Quimby Oak Middle School are located along the segment; Boggini Park, two elementary schools, and Sikh Gurdwara temple are in proximity to the segment. Uncontrolled school crosswalks enhanced with flashing beacons and median islands are at Balardo Wy and at Oakgate Wy. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor between White Rd and Ruby Ave due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Quimby Rd is 40 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (0.92) is over 1.5 times the average state rate (0.55) on the segment; 14 (41%) of the crashes resulted in injury (including three serious and one fatality), 16 of the crashes were speed related of which 7 involved injuries (two serious and one fatality), 2 of the crashes involved a pedestrian and bicyclist, of which one involved injuries. There is also high pedestrian and bicyclist activity due to proximity to two schools along the segment, commercial establishments, and nearby schools and parks. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Quimby Rd. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Quimby Rd	40.5	40	40	35



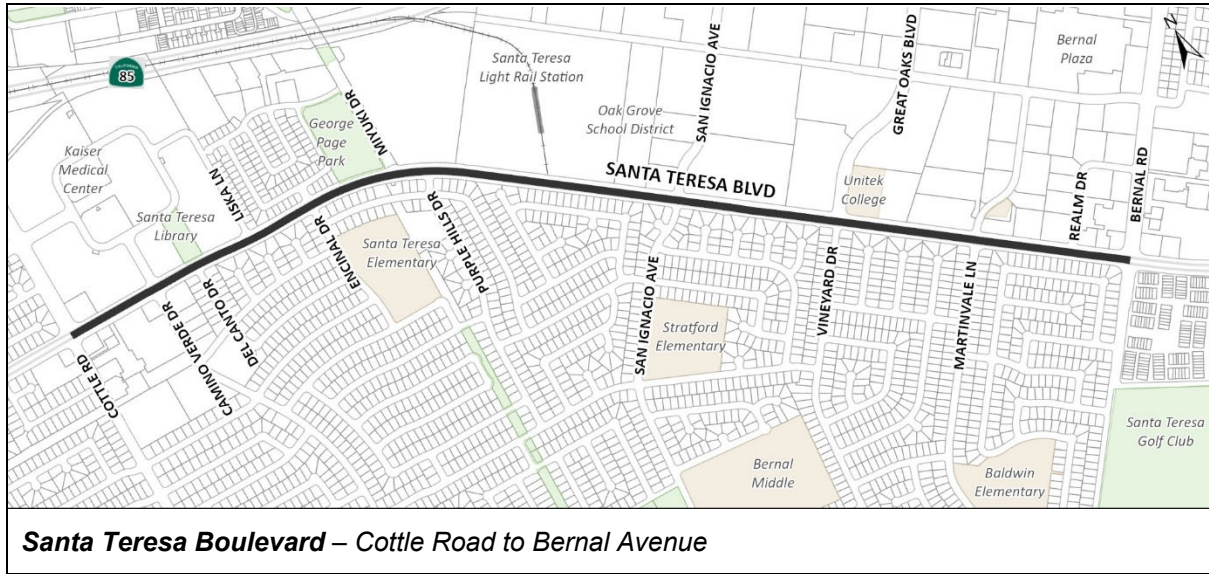
Quimby Road – White Road to Murillo Avenue

A15. Santa Teresa Boulevard – Cottle Road to Bernal Avenue (CD 10)

The speed limit on this segment of Santa Teresa BI was established at 40 mph based on a prior survey completed in September 2016. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Santa Teresa BI is a 6-lane, divided, major arterial street, approximately 1.71 miles long, with an average daily traffic volume of 16,900 vehicles. Adjacent land use is primarily back-on single family homes on the west side and commercial establishments on the east side. Santa Teresa Library, George Page Park, and Unitek College are along the segment; Kaiser Medical Center, Santa Teresa Light Rail Station and two elementary schools are nearby. Bike lanes are present along the entire segment. The entire segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Santa Teresa BI is 45 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: injury crash rate (1.04) is 2 times higher than the State rate (0.51), 33 (72%) of the crashes resulted in injury (including one serious), 11 of the crashes were speed related of which 8 involved injuries, 2 of the crashes involved pedestrians of which all resulted in injuries. There is also high pedestrian and bicyclist activity due to proximity to commercial establishments, medical facilities, light rail station, library, schools and park. The proposed speed limit of 40 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Santa Teresa BI. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Santa Teresa BI	45.3	45	45	40

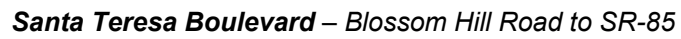


A16. Santa Teresa Boulevard – Blossom Hill Road to SR-85 (CD 10)

The speed limit on this segment of Santa Teresa BI was established at 40 mph based on a prior survey completed in May 2011. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Santa Teresa BI is a 6-lane, divided, minor arterial street, approximately 0.41 mile long, with an average daily traffic volume of 31,700 vehicles. The segment provides access to SR-85 and SR-87. Adjacent land use is primarily commercial, including Oakridge Mall at Blossom Hill Rd. Ohlone/Chynoweth Light Rail station is in proximity to the segment. Bike lanes are present along a majority of the segment. The entire segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Santa Teresa BI is 40 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 35 mph. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Santa Teresa BI. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Santa Teresa BI	39.0	40	40	35

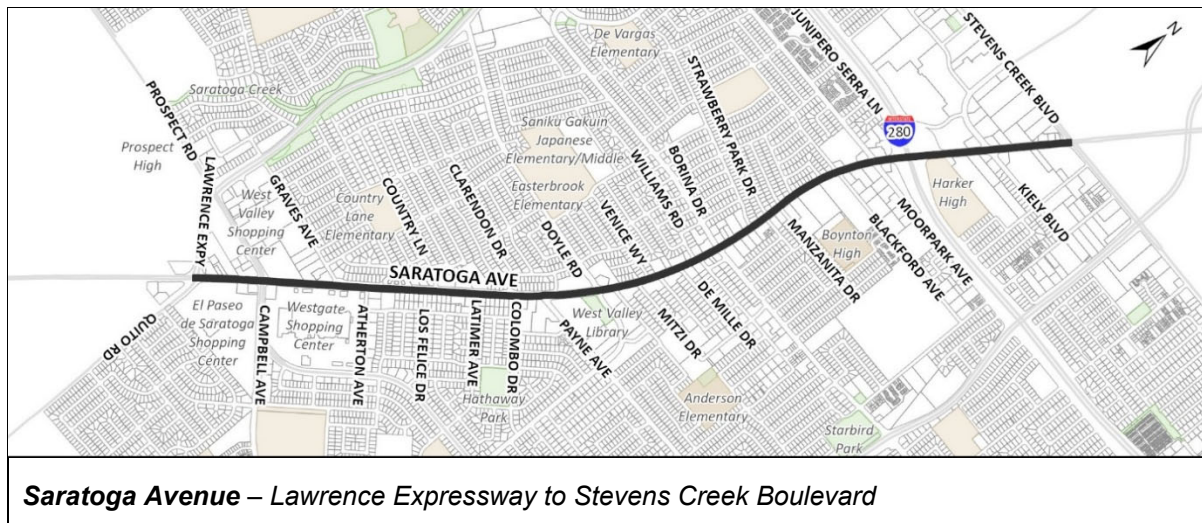


A17. Saratoga Avenue – Lawrence Expressway to Stevens Creek Boulevard (CD 1)

This segment of Saratoga Av was established at 35 mph between Moorpark Av - Stevens Creek Bl based on a prior survey completed in February 2012 and at 40 mph between 750' south of Lawrence Expressway - Moorpark Av based on a prior survey completed in September 2012. To provide for an appropriate speed limit on Saratoga Av, an E&TS was recently completed for this combined segment to re-establish a radar enforceable speed limit. This segment of Saratoga Av is a 4 to 6 lane, divided major arterial street, approximately 2.77 mile long, with an average daily traffic volume of 28,200 vehicles. Adjacent land use is primarily commercial, with front-on and side-on single-family homes and multi-family and high-density residential. There are three churches along the segment. Several shopping centers are located near Lawrence Ex and a private high school is located near I-280. West Valley Library, Hathaway Park, Boynton High school and a private middle school are in proximity to the segment. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Saratoga Av is 40 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: injury crash rate (0.85) is over 1.5 times higher than the state rate (0.51) on the segment. 73 (44%) of the crashes resulted in injury (including seven serious and one fatality), 32 of the crashes were speed related of which 19 involved injuries, 11 of the crashes involved pedestrians and bicyclists, of which 9 involved injuries (including three serious). There is also pedestrian and bicyclist activity due to proximity to commercial establishments, library, schools, and park. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Saratoga Av. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Saratoga Av	42.3	40	40	35

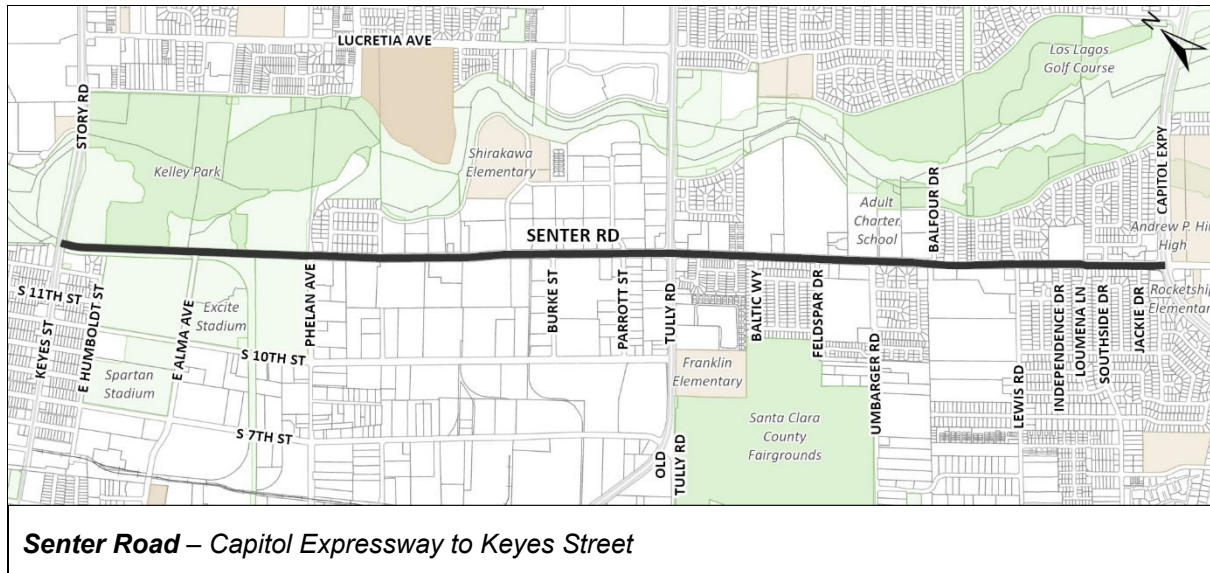


A18. Senter Road – Capitol Expressway to Keyes Street (CD 3, 7)

The speed limit on this segment of Senter Rd was established at 40 mph based on a prior survey completed in March 2012. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Senter Rd is a 6-lane, divided street between Tully Rd and Keyes St and a four-lane, divided/undivided street between Capitol Ex and Tully Rd. This entire segment is a major arterial street, approximately 2.87 miles long, with an average daily traffic volume of 22,300 vehicles. Adjacent land use is a mix of commercial, front-on and side-on single-family homes, and multi-family homes. Kelley Park, including Happy Hollow Park and Zoo and the Japanese Friendship Garden, Spartan sports fields, and Excite Ballpark are at the north end of the segment. There are three schools and an adult charter school in the vicinity of the segment. Uncontrolled crosswalks, enhanced with flashing beacons and median islands are located at Balfour Dr and at Independence Dr. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Senter Rd is 45 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 40 mph. This speed limit is more than would be reasonable or safe. This entire segment of Senter Rd is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Senter Rd. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Senter Rd	42.5	45	40	35



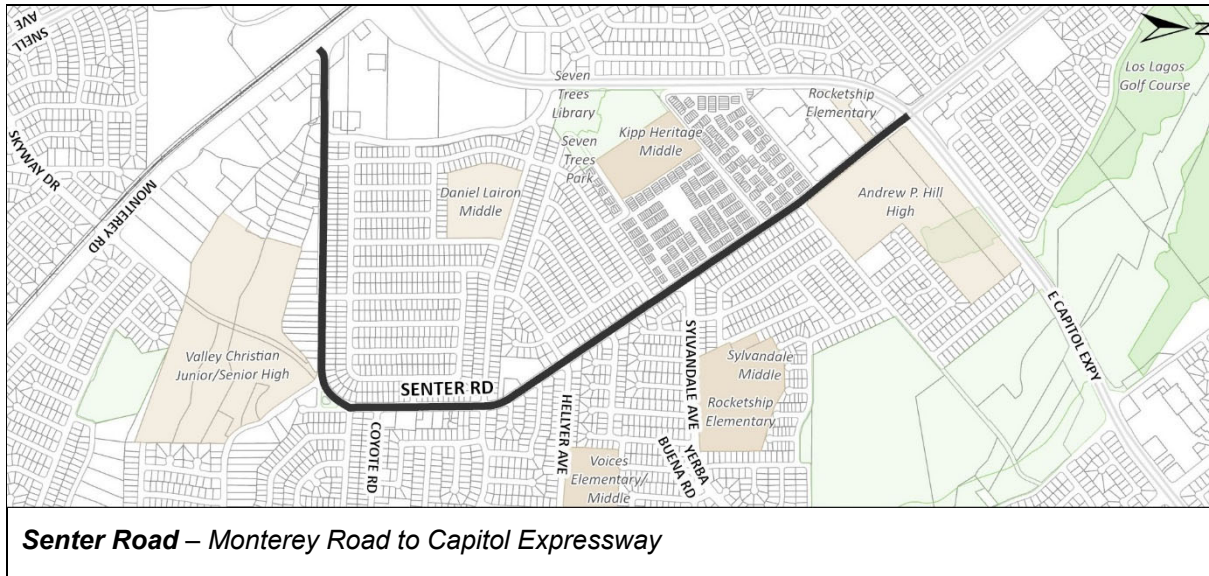
A19. Senter Road – Monterey Road to Capitol Expressway (CD 2, 7)

The speed limit on this segment of Senter Rd was established at 35 mph based on a prior survey completed in March 2012. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Senter Rd is a 2-3 lane undivided street between Monterey Rd and Singleton Rd, and a 4-lane divided/undivided street between Singleton Rd and Capitol Ex. There are horizontal curves near Diamond Heights Dr and El Cajon Dr. The entire segment is a minor arterial street, approximately 1.84 miles long, with an average daily traffic volume of 12,400 vehicles. Adjacent land use is primarily front-on single family homes and multi-family housing. Andrew Hill High School and Rocketship Rising Stars Academy are located at the north end. There are several houses of worship and commercial establishments along the segment and several schools in proximity to the segment. Uncontrolled crosswalks enhanced with flashing beacons are located mid-block at Andrew Hill High School, and at San Gregorio Wy, San Ramon Wy, and Seven Trees Bl. There is an uncontrolled crosswalk with high visibility markings at Ezie St. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on this segment of Senter Rd is 40 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 35 mph. This speed limit is more than would be reasonable or safe. This entire segment of Senter Rd is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow

for radar enforcement on Senter Rd. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Senter Rd	37.5	40	35	30



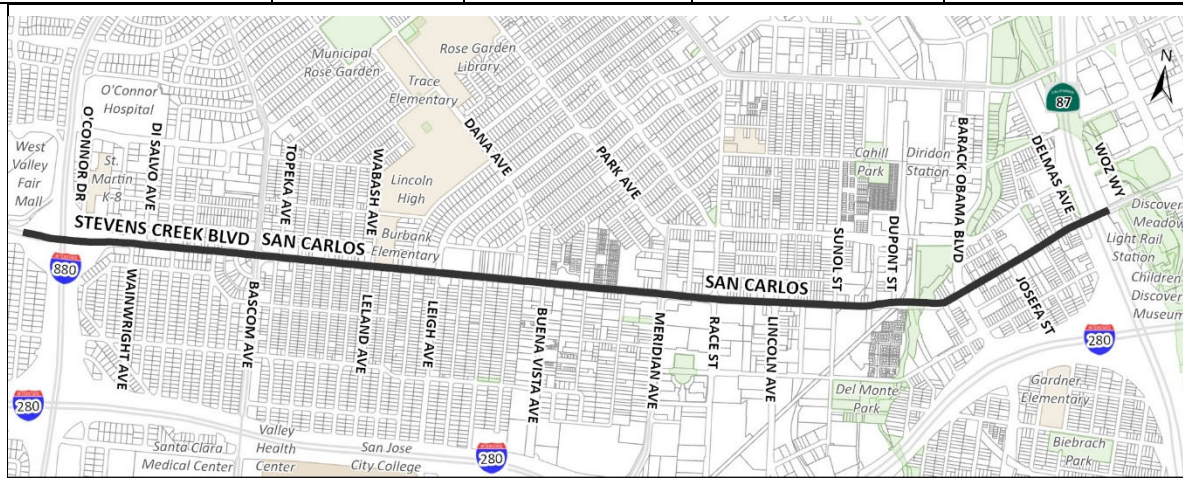
A20. Stevens Creek Boulevard/San Carlos Street – I-880 to Woz Way (CD 3, 6)

This segment of Stevens Creek Bl/San Carlos St was established at 35 mph based on three prior surveys: I-880 - Bascom Av (July 2018), Bascom Av - Bird Av (July 2011), and Bird Av - Woz Way (February 2016). To provide for an appropriate speed limit on Stevens Creek Bl and San Carlos St, an E&TS was recently completed for this combined segment to re-establish a radar enforceable speed limit. This segment of Stevens Creek Bl/San Carlos Av is primarily a 4-lane, divided, major arterial street, approximately 2.74 miles long, with an average daily traffic volume of 15,100 vehicles. There is a horizontal curve at Royal Av and a vertical curve over the railroad tracks. Adjacent land use is primarily commercial, with some multi-family residential and front-on single family homes along the segment. Luther Burbank Elementary and a church are along the segment. Two schools, a park, Diridon Station, Guadalupe River trail, Discovery Meadows, and the Children's Discovery Museum are in proximity to the segment. There are uncontrolled crosswalks enhanced with flashing beacons and bulb-outs at Josefa St, and with median islands at Brooklyn Av and at Menker Av. Bike lanes are present along a portion of the segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Stevens Creek Bl/San Carlos St is 35 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.43) is nearly 3 times higher than the State rate (0.51), 65 (45%) of

the crashes resulted in injury (including eight serious and three fatalities), 32 of the crashes were speed related of which 17 involved injuries (including three serious and two fatalities), 20 of the crashes involved pedestrians and bicyclists, of which 19 involved injuries (including three serious and two fatalities). There is also pedestrian and bicyclist activity due to proximity to commercial establishments, schools, park, museum, and trail. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Stevens Creek Bl/San Carlos St. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Stevens Creek Bl/ San Carlos	37.2	35	35	30



Stevens Creek Boulevard/San Carlos – I-880 to Woz Way

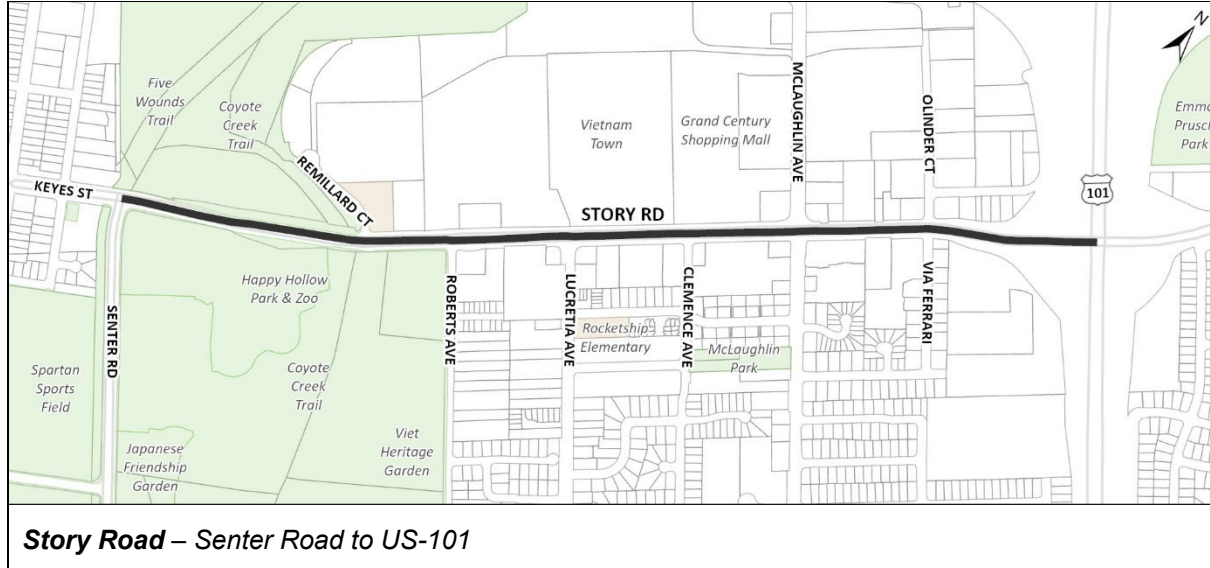
A21. Story Road – Senter Road to US-101 (CD 7)

This segment of Story Rd was established at 40 mph based on a prior survey completed in September 2014. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Story Rd is a 6 lane, divided major arterial street, approximately 1.18 miles long, with an average daily traffic volume of 32,600 vehicles. Adjacent land use is primarily commercial establishments. Happy Hollow Park & Zoo is located at Senter Rd and the Coyote Creek trail is located at Remillard Ct. There is a church along the segment. Rocketship Mosaic elementary/middle and McLaughlin Park are in proximity to the segment. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Story Rd is 40 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 35 mph. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Story Rd. The E&TS data

and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Story Rd	40.0	40	40	35



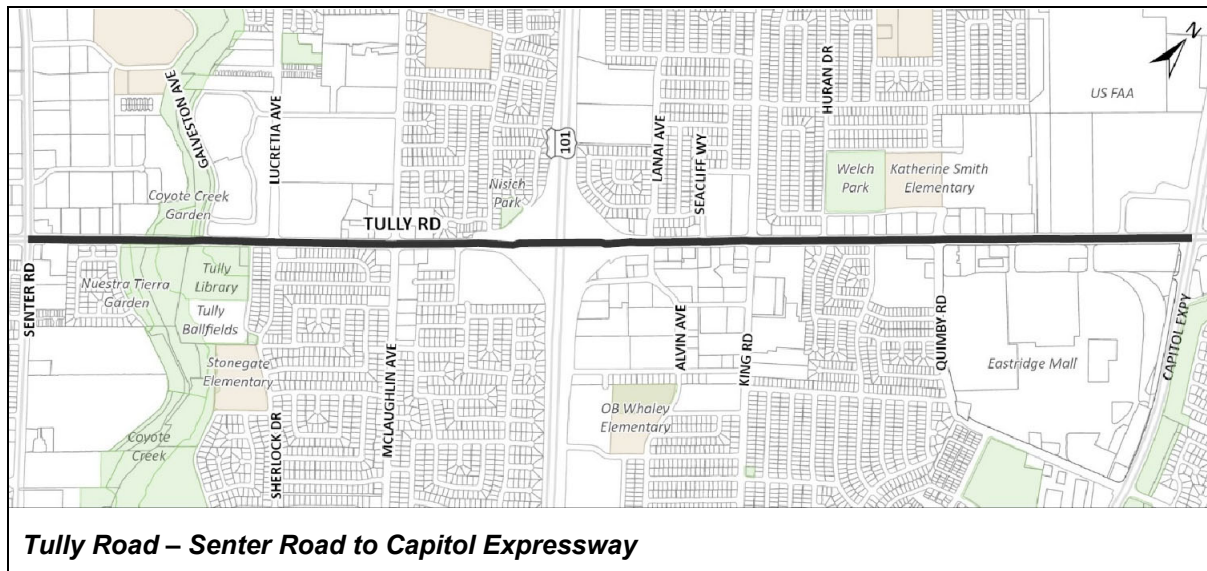
A22. Tully Road – Senter Road to Capitol Expressway (CD 5, 7, 8)

This segment of Tully Rd was established at 40 mph based on a prior survey completed in March 2018 for a longer segment between Monterey Rd - Capitol Ex. To provide for an appropriate speed limit on Tully Rd, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Tully Rd is a 6-lane, divided, major arterial street, approximately 2.51 miles long, with an average daily traffic volume of 48,300 vehicles. The segment provides access to US-101. Adjacent land use is primarily commercial with some back-on single family homes and high-density housing along the segment. The Tully Library, Nuestra Tierra and Coyote Creek community gardens, Tully Community ballfields, and access to the Coyote Creek Trail are located at the west end of the segment. Eastridge Center and Reid Hillview Airport are at the east end. Stonegate and Smith Elementary schools, Welch and Nisich parks are in proximity to the segment. Bike lanes are present along the entire

segment.

The nearest 5 mph increment to the 85th percentile speed on Tully Rd is 45 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 40 mph. This speed limit is more than would be reasonable or safe. This entire segment of Tully Rd is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Tully Rd. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Tully Rd	43.0	45	40	35



A23. White Road – Story Road to Alum Rock Avenue (CD 5)

This segment of White Rd was established at 35 mph based on a prior survey completed in April 2018 for a longer segment between Cunningham Av - Penitencia Creek Rd. To provide for an appropriate speed limit on White Rd, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of White Rd is a 4-lane, primarily undivided, minor arterial street, approximately 0.83 mile long, with an average daily traffic volume of 24,100 vehicles. There is a divided segment with pylons near Milford Wy. Adjacent land use is primarily commercial with some front-on, side-on single-family homes. There are five

houses of worship along the segment. Alum Rock Library is located at Alum Rock Av. James Lick High School, Lyndale Elementary, and Escuela Popular School (K-12) are in proximity to the segment. There is an uncontrolled crosswalk enhanced with flashing beacons and bulb-outs at Rose Av. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on White Rd is 35 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: injury crash rate (2.05) is nearly 3.5 times higher than the State rate (0.62), 45 (51%) of the crashes resulted in injury (including six serious and three fatalities), 19 of the crashes were speed related of which 10 involved injuries (including two serious), 15 of the crashes involved pedestrians and bicyclists, of which 14 involved injuries (including four serious and two fatalities). There is high pedestrian and bicyclist activity due to proximity to commercial establishments, library, high school, and houses of worship. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on White Rd. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
White Rd	35.5	35	35	30

